

000 at what is called the Limekiln Crossing near Ankerstburg, which is half way down on this route. We know also that the increased depth of water that a vessel can draw reduces the cost of transportation very largely. In 1859 the average cost of carrying corn from Chicago to Buffalo was 15¼ cents per bushel; in 1861 that was reduced to 10½ cents, and in 1871 to 7½ cents. When the channel was deepened so as to give 14 feet of water, and 16 feet in this Detroit district, the cost of transport was only 3.20 cents a bushel, and in 1890, when the Limekiln Crossing was so arranged that vessels could come down drawing 16 feet of water, they carried wheat for about 2 cents a bushel, and corn for 1.88 cents. In iron ore, in 1867, the cost from Escanaba to Erie was \$4.25 per ton. In 1870 it was \$2.50; but in 1890 it was only 55 cents. We now have a draft of water in the Sault Canal, and portions of the St. Mary's river, of from 14 to 14½ feet. With 20 feet of water we would reduce the present rate of freight nearly one-half, because the navigation of boats drawing 20 feet would cost but little more than that of boats drawing 14 feet. The tonnage on the lakes has increased greatly owing to the rapid development of the North-west country, and owing also to the rapid growth of the iron industry, and the waterway is the great highway for the commerce of both Canada and the United States. The growth of the tonnage on the lakes during the last few years is shown by the following figures:—

1886.....	4,219,397 tons.
1887.....	4,897,589 "
1888.....	5,130,159 "
1889.....	7,221,935 "
1890.....	8,454,435 "

These figures indicate the existence of a tremendous traffic on the great lakes. Through the Sault Ste. Marie canal, at the outlet of Lake Superior, there passed in 1890 10,557 vessels, having a net registered tonnage of 8,454,435 tons. The actual freight tonnage was 8,041,213 tons, but the registered tonnage is used for the purpose of comparison. Through the Suez canal there passed during the same year 3,389 vessels, having a net registered tonnage of 6,890,014 tons, so that nearly three times as many vessels and over 1,500,000 tons more of freight passed through the Sault canal, away in the centre of the continent, than passed through the Suez canal, which is an international work, and a highway for the commerce of the world. And it should be remembered, too, that the Sault canal was opened but 228 days for navigation, and the Suez canal was opened, of course, during the entire year. And this represents the business of one lake only. In an argument opposing the construction of a bridge across the river at Detroit, presented to Congress by a delegate to the deep waterways convention, Hon. George Ely, of Cleveland, he estimated that through the Detroit river, representing the commerce of all the lakes, except Lake Ontario, there passed, in

1889, more than 36,000,000 tons of freight. This is nearly 10,000,000 tons more than the combined entries and clearances of all the seaports of the United States, Atlantic, Gulf and Pacific, and 3,000,000 tons greater than the combined entries and clearances both coastwise and foreign, of Liverpool and London, the commercial centres of the world. To show the immense growth of the traffic on our great lakes, and its advantage to our people, I may say that the total expenditures to 1st January, 1891, on the St. Mary's river, including the new lock, were \$4,170,046.28. It is thus seen that the saving effected by this waterway in two years paid 2.400 per cent on the total cost up to 1st January, 1891, and a large portion of these expenditures, such as those on the Hay lake channel, and the new lock in the canal, are for improvements not yet available for shipping. The total cost of all the river and harbour improvements on the lakes to date has been about \$29,000,000. The saving in one year of \$147,027,514.80, as shown above in the cost of transportation, is over five times the total expenditure for improvement on the lakes. Or again, the total expenditures by the United States for harbour and river improvement, all over, from 1st August, 1790, to 3rd March, 1887, was \$157,962,762. It is thus seen that the saving effected by the lake marine in 1890 paid 93 per cent of all the river and harbour improvements to 3rd March, 1887. We are trying to show that this canal is necessary for the same reason, because it would do away with the most intricate portion of our great river and lake system; and our North-west is growing so rapidly that the shipments of wheat and other grain from that country will soon be so large that other facilities than those we have at present will be required for transporting those products to the eastern seaboard. There would be no difficulties about the construction of this canal. It would only require a dyke and one lock. A survey would be required from the St. Clair tunnel to Two Creeks, or that portion of Lake Erie where the canal would end, a distance of about 30 miles, and one engineer could do this work in a very short time. Therefore we think we are only asking the Government a small thing in asking them to take this matter into their consideration at any rate, to have a survey made during the recess; and when we meet again next session we may be in a better position than we are to-day to show that it would pay this country as well to construct the proposed canal as it will to construct the Sault Ste. Marie canal.

Mr. HAGGART. At this late hour of the session I will not go into this question as fully as I would like to do in reply to the speech of the hon. member for South Norfolk (Mr. Tisdale), who seems to have devoted a great deal of time and labour to the question upon which he spoke so well the other evening. I would like to have an opportunity of